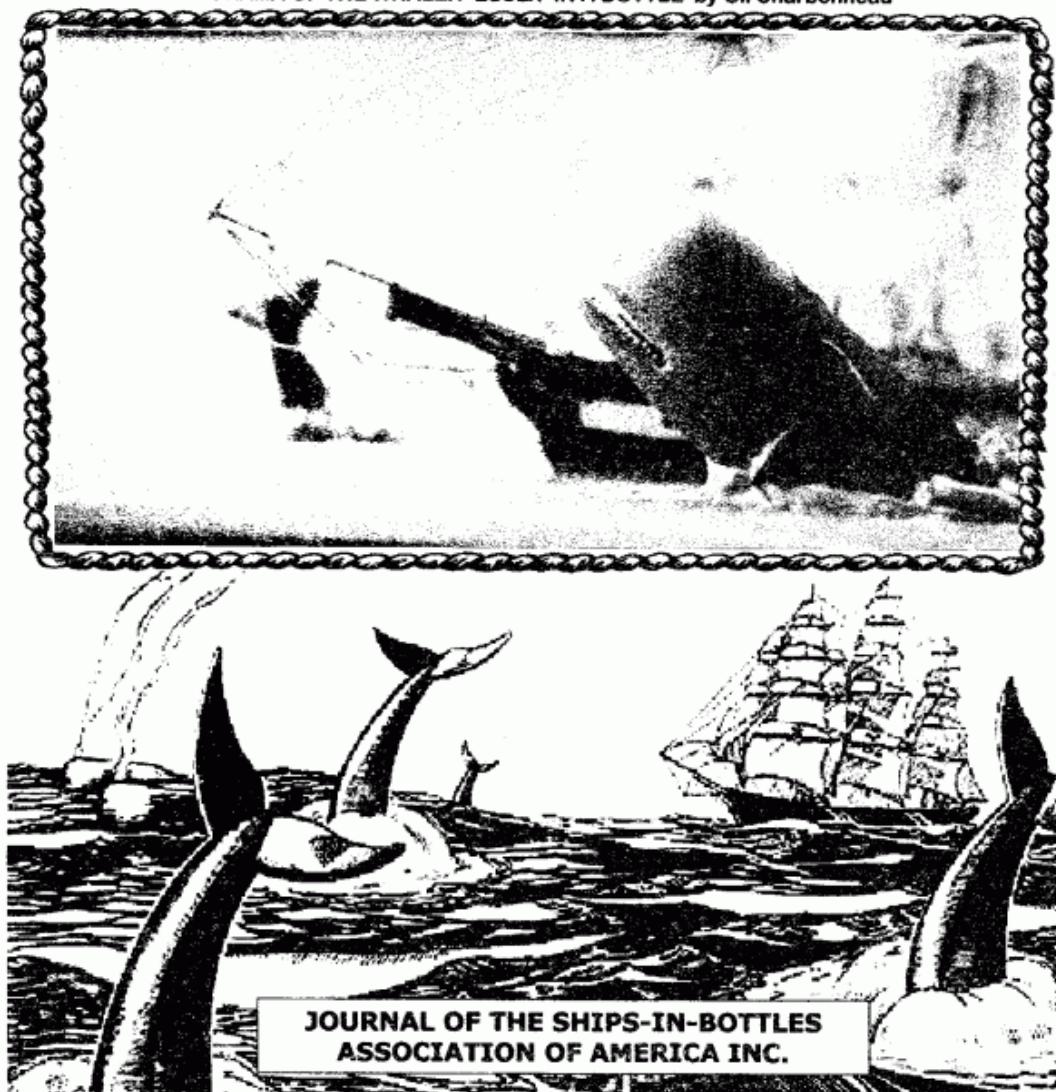




2008-3

DIORAMA OF THE WHALER 'ESSEX' IN A BOTTLE by Gil Charbonneau



The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES ARE \$ 25.00** per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

DEADLINE for submission is the second month of each quarter.

PATCHES for the Ships-in-Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL. 34606. Please send check or money order payable to Ray Handwerker. The 4 inch embroidered patches are \$5. each. We now have Baseball caps at \$10. each. Get them before they run out!. No need to cut out the order blank below. Just photocopy this form or hand copy the necessary information to a separate piece of paper and mail it to the above address.

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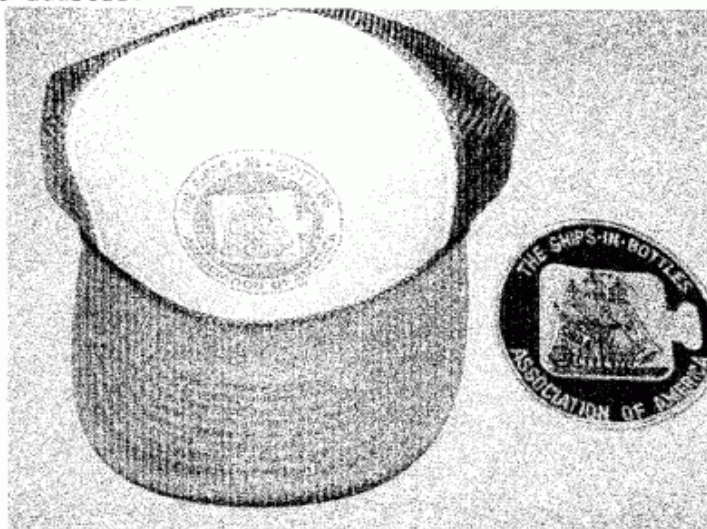
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() 4 inch embroidered patches @\$5.00
() Royal Blue Baseball Caps @\$10.00

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DO NOT SEND CASH—Check or money order only, made payable to Ray Handwerker 5075 Freeport Dr., Spring Hill, FL 34606.



The Bottle Shipwright

Volume - 26

Number - 3

ON THE FRONT AND BACK COVERS - A whaling ship diorama
in a bottle of the whaling ship "Essex" made by Gilbert Charbonneau.

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Notes from the Pres.

Dear Members - I am sorry to report the death of Duncan Gray - the Pres. of the EASIB until very recently when he stepped down due to ill health. We had corresponded some but not often so I asked Jack Hinkley to write the obituary since they had been friends for some time. Also this quarter we have lost another member - Joe Lynch. Our condolences to both families. Lately our membership has declined by quite a few. The recession seems to be hitting many hard and some members on limited incomes have decided not to renew memberships. We have tried to keep from raising the cost of dues - even after several postage increases, but even this was not enough to help all. Hopefully things will improve and we can see these members returning in the near future. We will miss you! Thank you to members who have sent in donations to help the SIBAA. All of these funds go directly to printing and mailing costs of the Bottle Shipwright. The staff continues to work on a strictly volunteer basis. I still am seeking a volunteer to help put together a conference somewhere on the east coast - to be done on a shoestring budget. Let me know if you'd be willing to do this. Contact me by email at: ashiplady@earthlink.net or by snail mail at: Terry Butler, 145 W. Wanola Avenue, Kingsport, TN, 37660. I have been receiving quite a few new photos of SIB projects from members in the SIBAA and overseas. Often these come in by email or without much information to go with them. You will notice many pages in this issue are merely names and photos this time. Just a reminder - when you send in photos - PLEASE put your name and project information on the back of each photo and year these were made. Often photos will not appear in the magazine until 3- 6 month later. Because photos pile up sometimes, it is very easy for photos to slide out of envelopes. If they are unmarked they become mystery photos I cannot use. Thanks for you help with this. I should mention that not all photos are usable. Photocopies of photos reproduce very poorly as do newspaper articles. Photos of SIB collections do not show up well since details become blurred. Better if you send close up photos of individual projects (labeled) or photos of yourself with one or two projects. Color photos are great. They will show up as grayscale in the magazine but archived in color. If you need the photos back be sure to let us know or better yet send a self addressed stamped envelope for that purpose. Thanks.

Terry

Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL., 34606

Ray Handwerker

bt1shprt@tampabay.rr.com

A few members recently sent me a message that Terry had sent everyone a message to send all items for the Bottle shipwright to her. Huum? strange , I never got that message.

Maybe that is why I have very little to put into this issue. So Please send all material for the bottle shipwright here, so I can put out the issues.

Once again I must report the loss of a member Joe Lynch of Windsor, Connecticut. And also Duncan Gray who was the President of the European Association of Ships in Bottles. Our condolences and prayers go out to there family's and friends.



Now, lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Frank A. Lowjewski, P.O.Box 17 Sointula, BC V0N3E0, Canada.

No Address or E- Mail changes with this issue.

Our Treasurer Adam Mello has a couple of large glass bottles he wants to get rid of (5 gal I think) contact him via e-mail at lolamelo@sonic.net.

A couple had been debating the purchase of a new auto for weeks. He wanted a new truck.

She wanted a fast little sports-like car so she could zip through traffic around town.

He would probably have settled on any beat up old truck, but everything she seemed to like was way out of their price range.

" Look!" she said. I want something that goes from 0 to 200 in 4 seconds or less. " And my birthday is coming up. You could surprise me."

For her birthday, he bought he a brand new bathroom scale. Funeral services are pending.

"Only in America ... do people order double cheeseburgers, large fries and diet coke"

"Only in America do we leave cars worth thousands of dollars in the driveway and put our useless junk in the garage"

"Only in America..... do banks leave both doors open and then chain the pens to the counters"

"Only in America.... Do we buy hot dogs in packages of ten and buns in packages of eight"

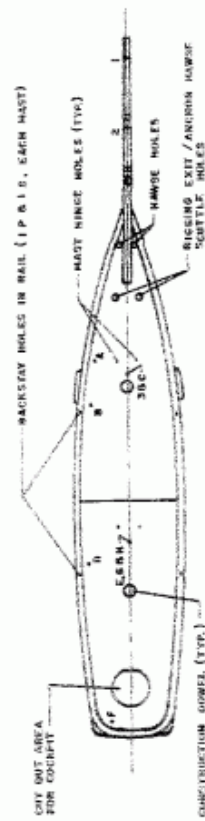
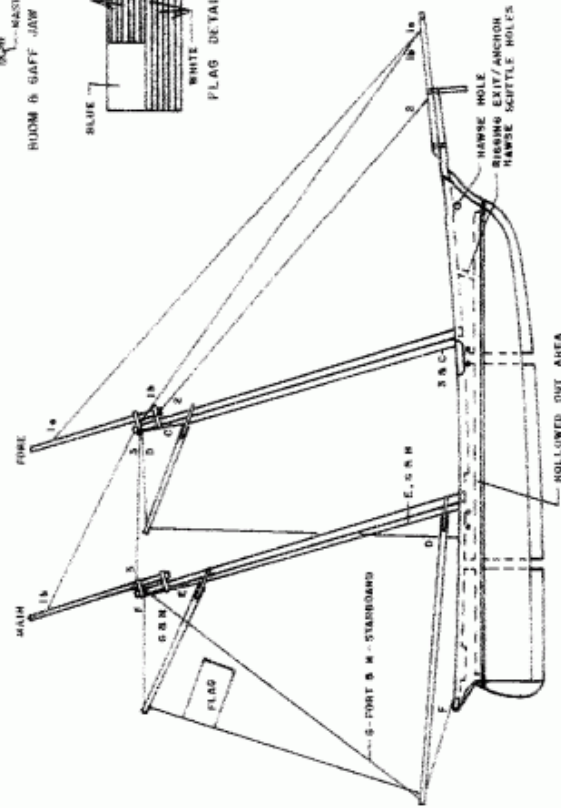
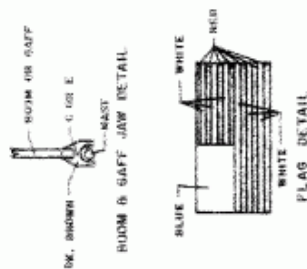
Fairy Tales: And now an election season joke.

A little girl asked her father, "Daddy? Do all fairy tales begin with 'Once Upon A Time'?"

He replied, "No dear. There is a whole series of fairy tales that begin, 'If elected I promise'."

U.S. SCHOONER YACHT AMERICA 1863 1851 - 1945

DRAWN BY JOHN FOX III - 1940

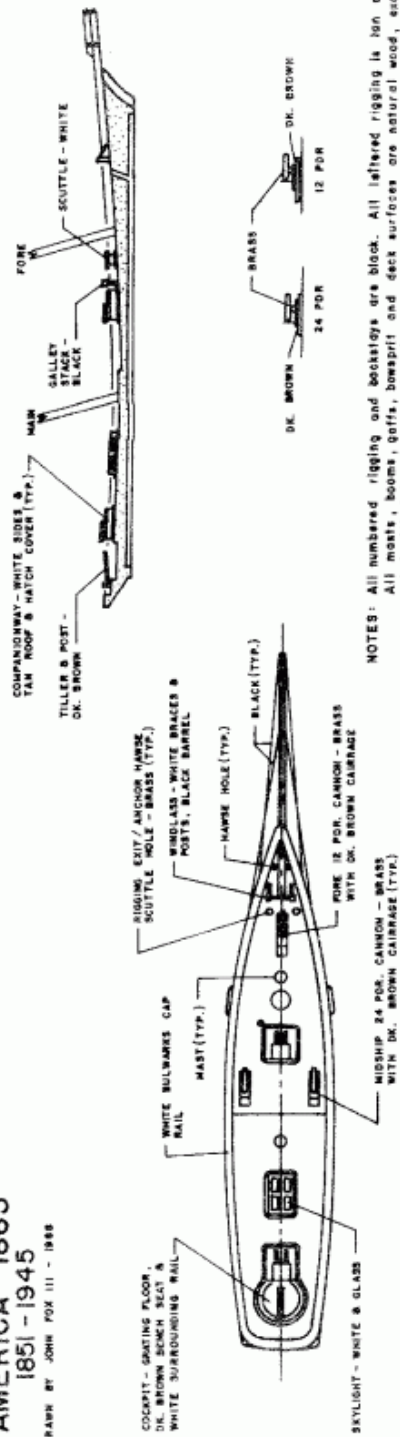


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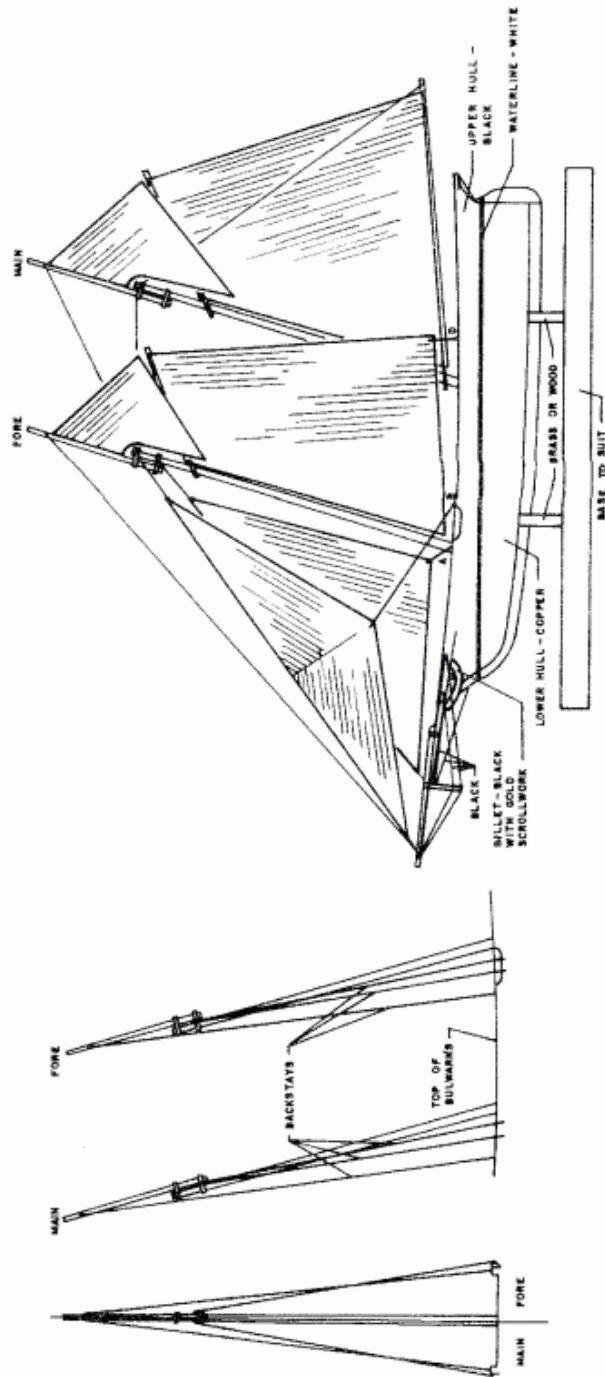
SHEET 1 OF 2

U.S. SCHOONER YACHT
AMERICA 1863
1851 - 1945

DRAWN BY JOHN FOX III - 1998



NOTES: All numbered rigging and boatswain's are black. All lettered rigging is tan or white. All masts, booms, gaffs, bowsprit and deck surfaces are natural wood, except as noted. All holes in plan view go through to hollowed area in underside of upper hull, except for hawse holes. Inside surfaces of bulwarks are white.



In Memoriam



On Wednesday, July 9, 2008 the bottleship world was saddened by the death of Duncan Gray, immediate past President of the European Association of Ships-In-Bottles. After being unwell for some time Duncan died of a heart attack while undergoing treatment for an old ailment.

Duncan, fondly known as the ERK, was a mainstay on the staff of the EASIB serving as President. In each issue of the quarterly magazine BOTTLESHIP Duncan wrote a column known as the "DITTY BAG" which was a chatty piece in which he discussed a multitude of subjects that came to his mind. His column TRADE WINDS dealt mainly with things nautical in which he gave generous space and credit to the work of members from all over the world.

Duncan served his country in the Royal Air Force during WWII and later traveled throughout England taking photographs of buildings remaining from WWII on the many airfields where the RAF had operated. His plan was to make models of each building which he found in fairly good shape. The project waned in later years.

Duncan loved to drive to the Isle of Mann for leisure time in his old Land Rover which he fondly referred to as the "bitch". His one complaint was the ferry fare to get to the island. Learning this, one member (Jack Hinkley) made, in a bottle, a tug towing the Isle of Mann closer to England in order to keep Duncan from spending his fortune on ferry fares.

Duncan will be missed by those who knew him as a man with a great sense of humor who salted his letters with English words and phrases and who enjoyed his association with bottleship builders all over the world.

(The above was written by Jack Hinkley - our SIBAA Pres. Emeritus. Jack and Duncan were close friends for years - writing back and forth sharing jokes, articles and even projects.)

On June 26th we lost another SIBAA member - Joe Lynch. Joe was 82 years when he died. He was a Seaman 1st class in the Navy and served in WWII. He had started making ship models just four years ago and only started ship bottling two years ago. He gave most of his pieces to children who will now cherish those now that he is gone. Joe leaves behind a wife Joan and ten children.

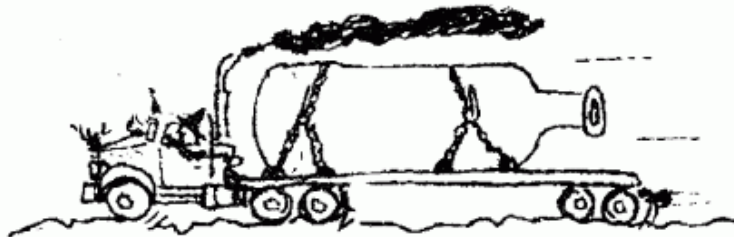


The new member we welcome in this issue is Frank A. Lowjewski of Sointula, BC Canada. He is interested in vessels prior 1850 from the Napoleonic Wars, anti-slavery campaigns of the British and Whaling ships. "Most of my bottles have two or more vessels; for example USS Constitution engaging HMS Cyane and HMS Levant. (Interesting Frank, can you sent in some pictures for this journal ???).

In the last issue the E-Mail address of returning member Dan Wally was in error (my fault) His real E-Mail address is dgw371@ yahoo.com. He sent in the helpful tip below.

If you're tired of using the Dremel or drill and sandpaper on wood dowels and bamboo skewer's to reduce the size, try some of these. I found mini-dowels at a Michaels craft store that are 5/64x2-5/8" (0.20x6.67cm). They are made by Forster and can be purchased online through their parent company at: www.loew-cornell.com The part # is 03178. They come 250 to a bag and I paid \$2.49 for each bag. I'm a returning member after around 8 years so in between that time someone may have already discovered these and spread the word. But if not, these are perfect for what we do.

A SHIP IN A BOTTLE



Hey, Earl! When we's
a shippin' this Bottle?

Don Bradley

Hospital costs are high, but where else can you get breakfast in bed?

Car sickness is what you get when the payment is due!!



YOUR SIB FLAGS

HOW DO OR, DON'T BE FLY?

VEXED BY VEXILLOLOGY (THE STUDY OF FLAGS).

Flags are nice bits of color on any model ship, especially typically gray Navy ships. The latter were likely first painted gray to avoid visual sighting & now so out of habit or tradition. Flags draw one's eye, so they deserve attention. A nice touch is to spell the ship's name with signal flags on a suited signal halyard.

On sailing ships, should flags be streaming astern or in the direction of the wind on the sails? That depends on the conditions. Most paintings & photos favor the latter.

Useful texts are: 1. "Flags for Shipmodelers and Marine Artists," by Alec A. Purves (ISBN 08517728H) & 2. "Flags," by Eric Inglefield (ISBN 0-668-06262-2), both from the U.K. The latter has color renditions of most flags & describes the U.S. flag's 13 stripes & original 13 stars as representing the "rebellious colonies." The former has a color key or legend & states that proportions of the modern (1915) U.K. Union flag (also on cantons of their ensigns) are such that even Britons get those incorrect at 20,000 to 1. Purves also relates that Naval signal flags have changed 6 times, pointing to the need for research to make proper period flags.

The flag flown at the stern of a ship to denote country of origin or registration is an ensign. Ensigns often differ from the national flag and merchant ensigns can differ from the Naval. Many ships flew house flags of their firms or associations. The flag of destination is flown from the foremast. Naval ships customarily fly special pennants to denote ranking officers, heads of state or royalty being aboard.

For SIB-scale flags, cigarette paper or rice paper seems best, better than fine silk or cloth.

All books & most illustrations show left sides of flags. To develop a typical foldover flag, a right side view must be generated. Friends say that's simply done on a personal computer. If you're of the B.C. era (before computers), like me, you'll have to improvise.

Judicious use of tweezers to add curls and folds while the flag is wet will greatly enhance their appearance.

7. Knowledgeable people do notice when flags are correct - or sadly, when incorrect.

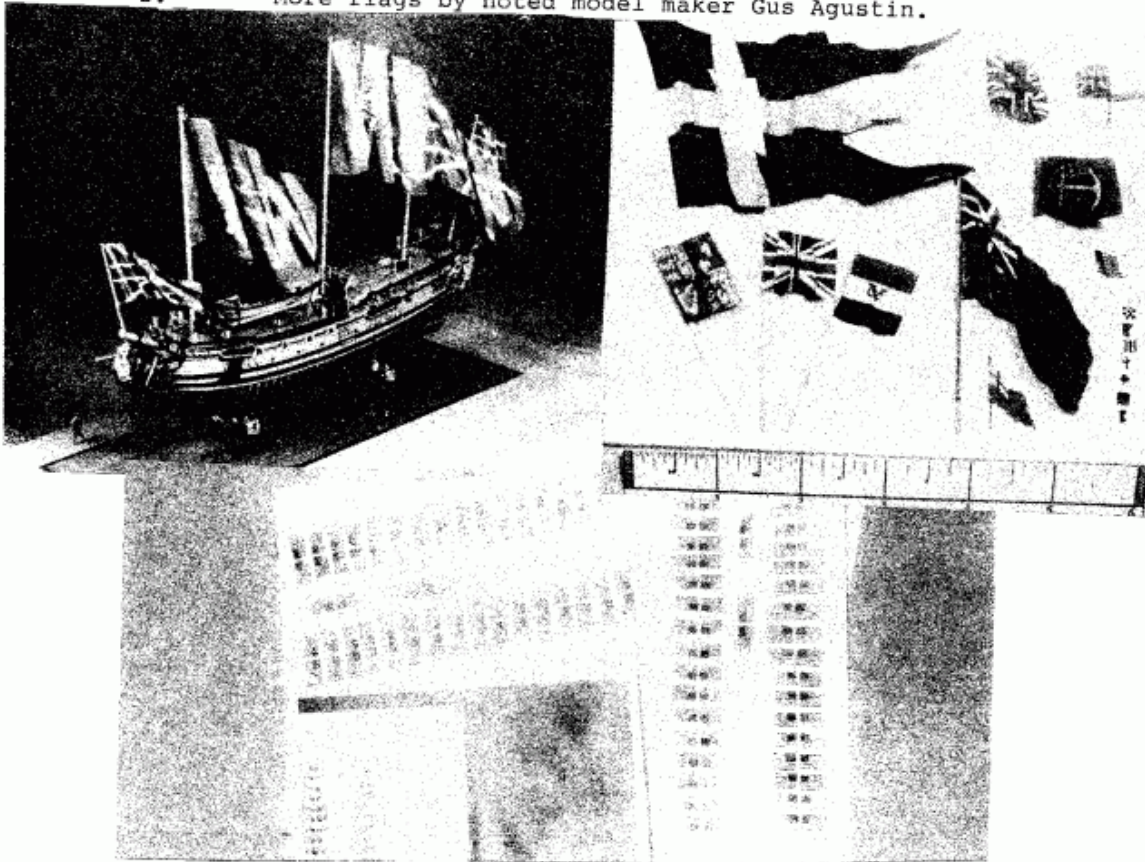


I'll readily admit to having made my share of poor quality flags & suspect an attack of conscience for prompting a more detailed study. Real or imagined insults to flags have had - & can have - serious consequences, so it behooves us to get them right.

C.A. Hand

1. Gus Agustin kindly shared this photo of his superb 1:192 model of the Royal Caroline. The flags duplicate those in the painting used on the cover of Purves' book, were made of rice paper, dampened and shaped on glass and when dry painted with acrylic paints. Note how the British Union flags properly lack the saltire of St. Patrick, which wasn't added until later.

2. More flags by noted model maker Gus Agustin.



3. For those who lack a personal computer, here's a method. Left views of a color flag image are clipped from a newspaper & top halves transposed on half & glued face down on a thin sheet of clear plastic. Reduced color copies provide ample 8. for sib's and to share.

Botella: 5 Litros. Laboratorio
13cm largo, 16cm alto, 26 mm Ø cuello

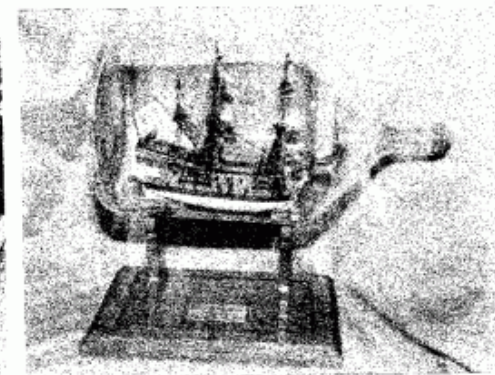
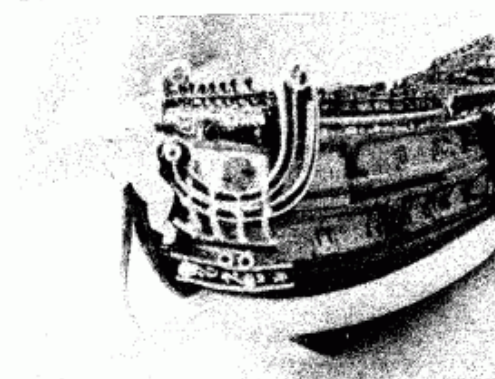
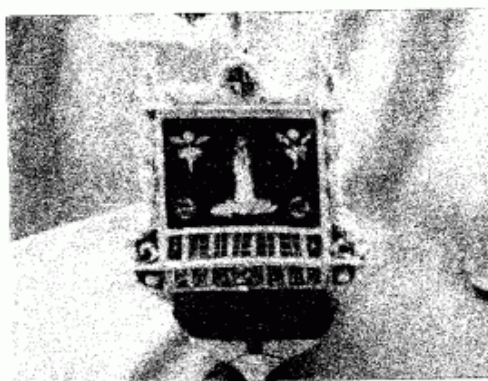
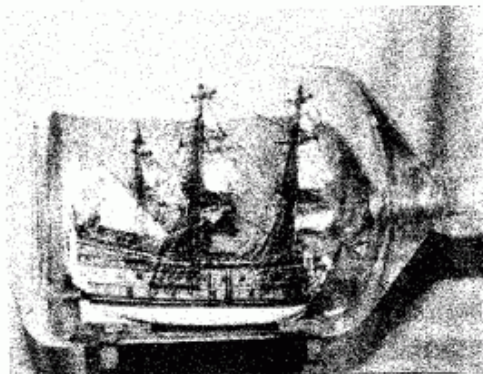
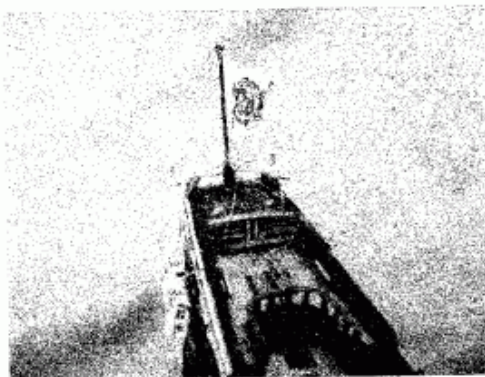
Barco: Nª Señora de Guadalupe

Características: Contorno de 33 piezas

Materiales: Tela, Plástico, Madera, Metal

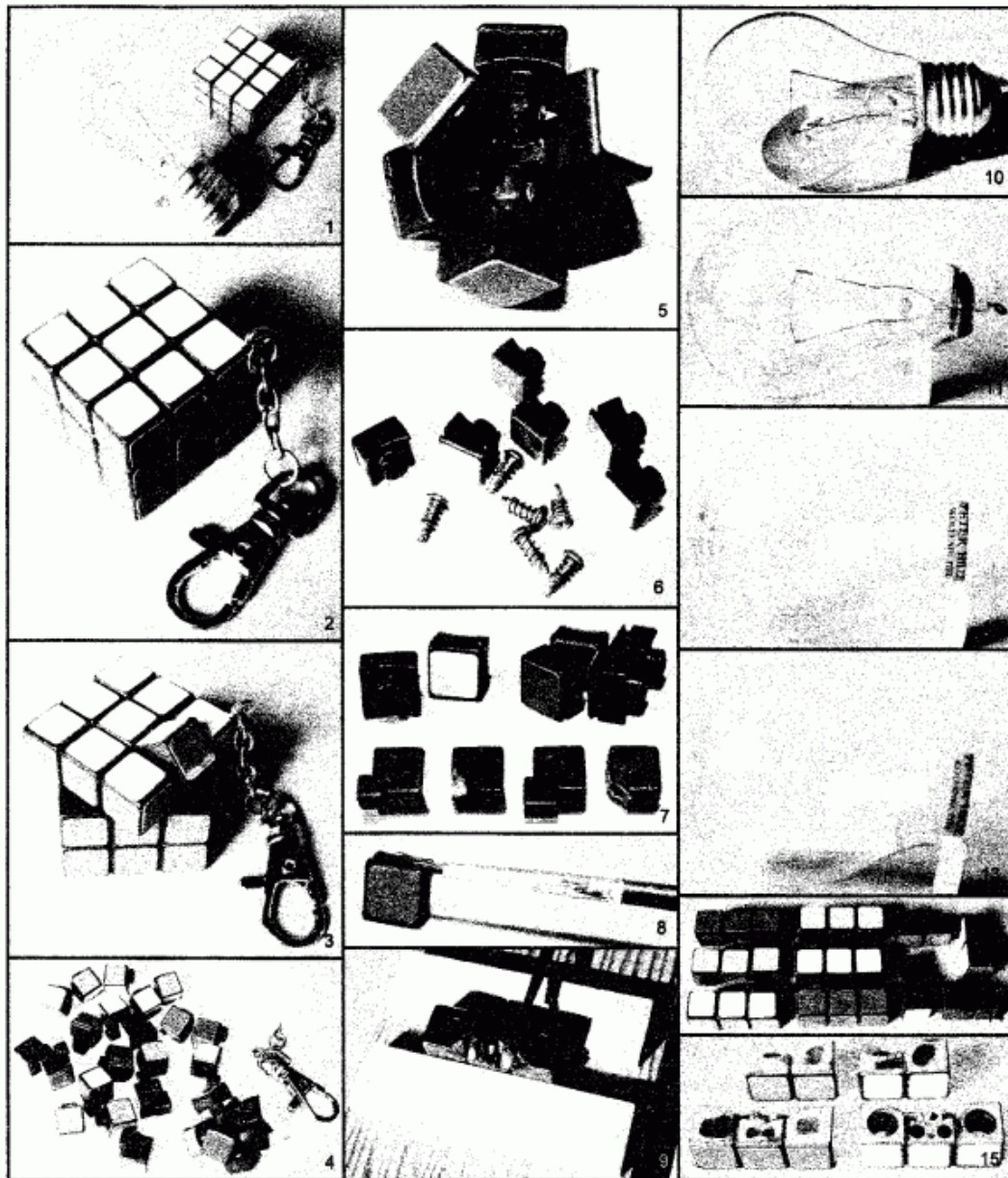
Año Construcción: 2.004-2.005
2.500 horas

Autor: Juan Rodríguez del Barrio

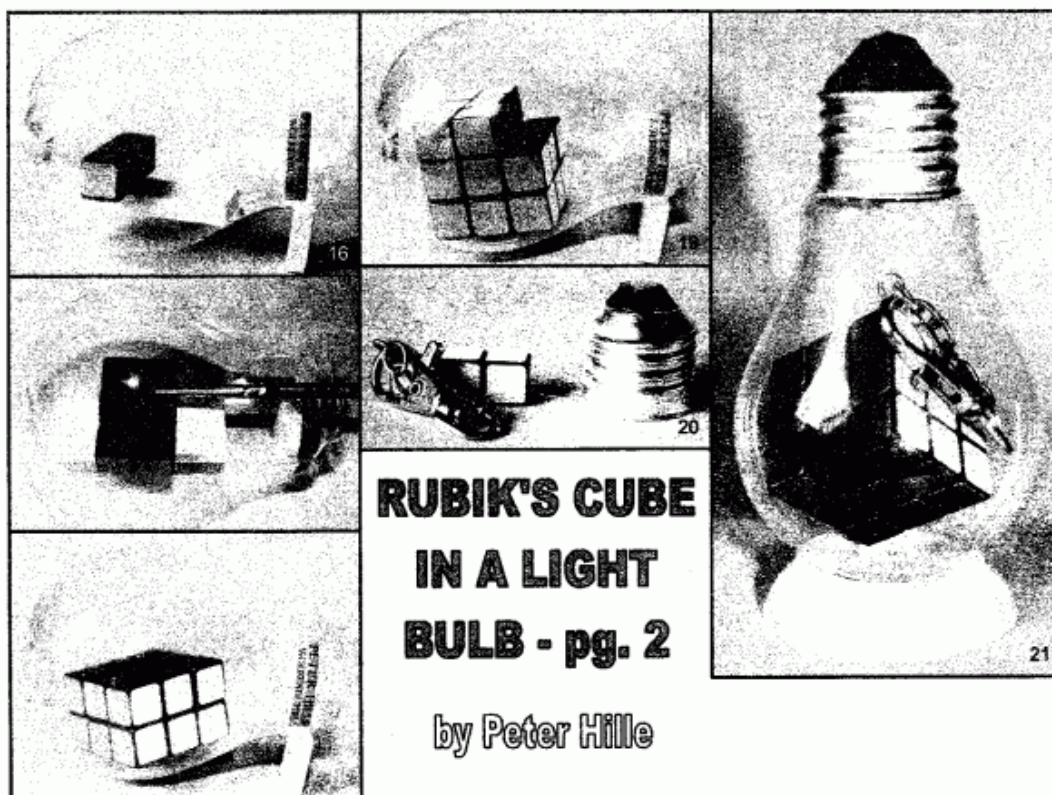


RUBIK'S CUBE IN A LIGHT BULB

by Peter Hille



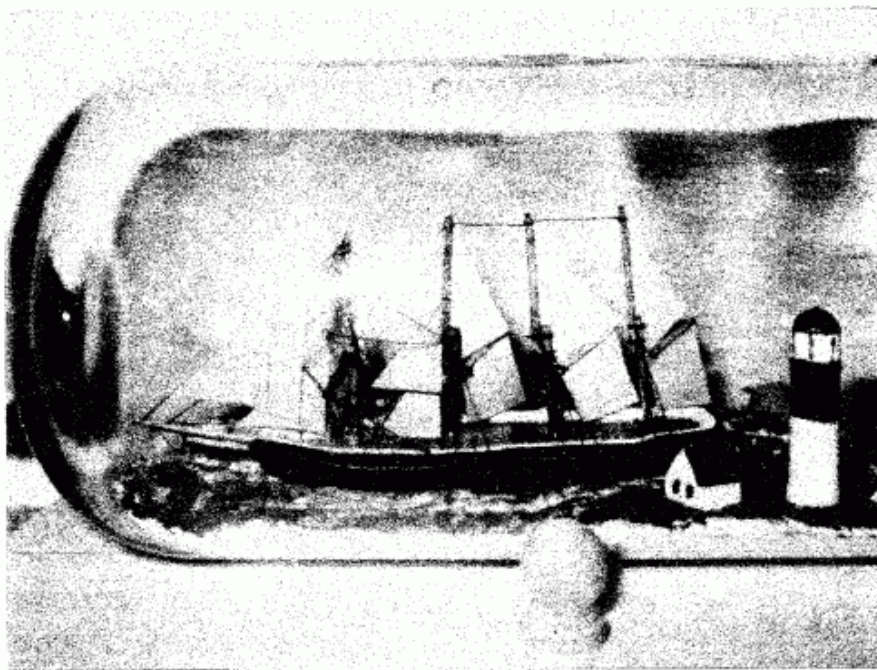
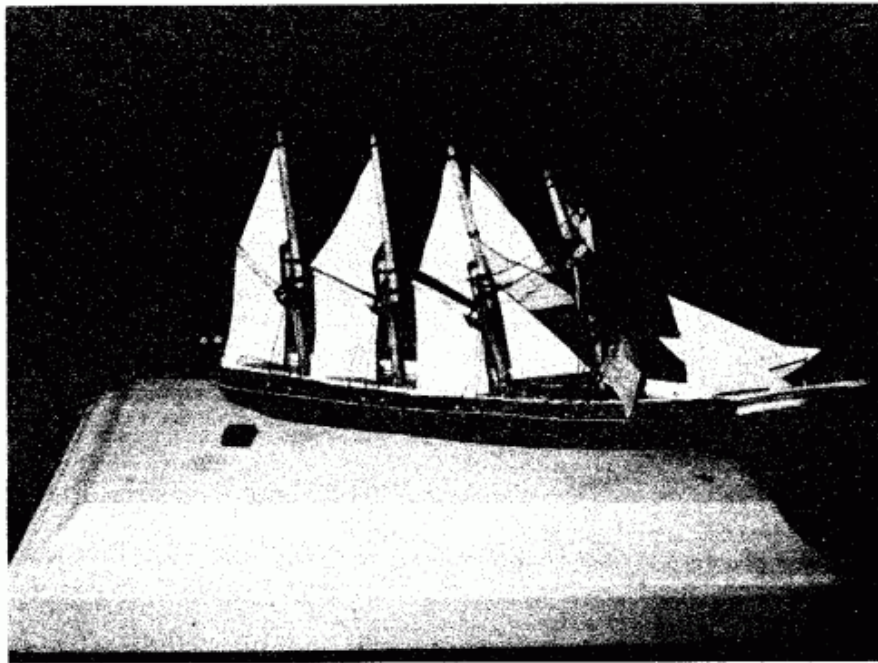
10.



Building ships-in-bottles is the greatest challenge surely. Nevertheless, adding other objects to glass bottles or containers also has its challenges. Such is the case with the Rubik's cube. Even if some parts appear easy, this also demands patience and know-how. Pictures speak for themselves so I'll include only a few words: 1. The Rubik's cube and light bulb to be used. 2. The Rubik's cube – a 1.25" square keychain version. This one was a vintage 80's keychain in new condition. 3. Disassembling the cube. 4. All components. 5. The middle core. 6. The needed parts from the core. 7. The corner protrusions that originally faced the core, should be removed. 8. To adhere pieces use a paintbrush and acetone. 9. Components are stuck together in rows. 10. The bulb. 11. The metal base is removed. 12. The glass body of the bulb with label attached. 13. An auxiliary level is needed. 14. All units. 15. The units are ground on sandpaper at the connection faces. 16. The first unit is placed on the auxiliary level. 17. The first units are assembled. 18. Seven units – the auxiliary level is no longer needed. 19. Nine units assembled. 20. Last unit with keychain attachment and bulb base. 21. Pedestal fastened with epoxy resin – cube hangs from a thread which is attached to the upper contact surface with epoxy resin. The cube can turn in the bulb freely.

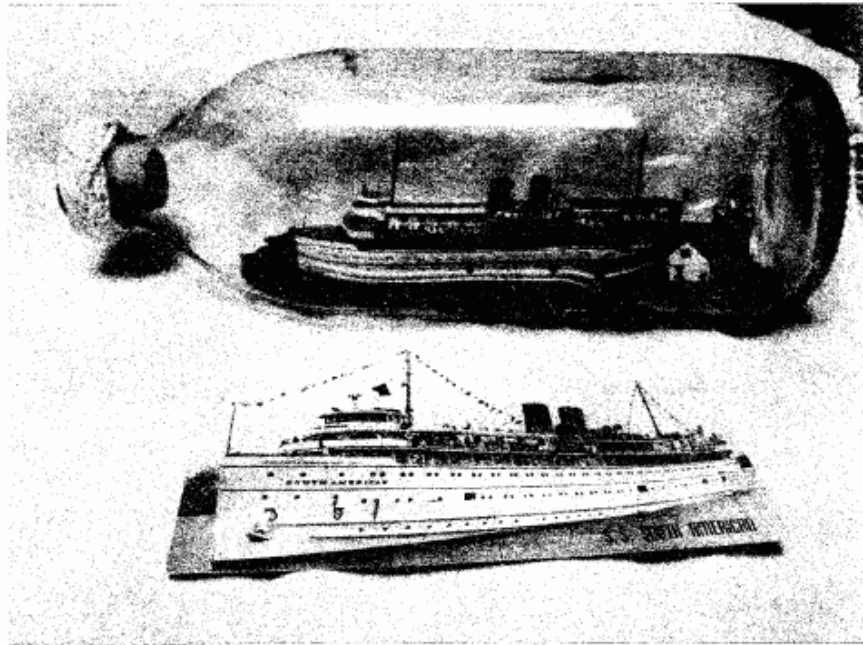
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4 Masted Schooner by David Gormley



12.

JOE
BARR

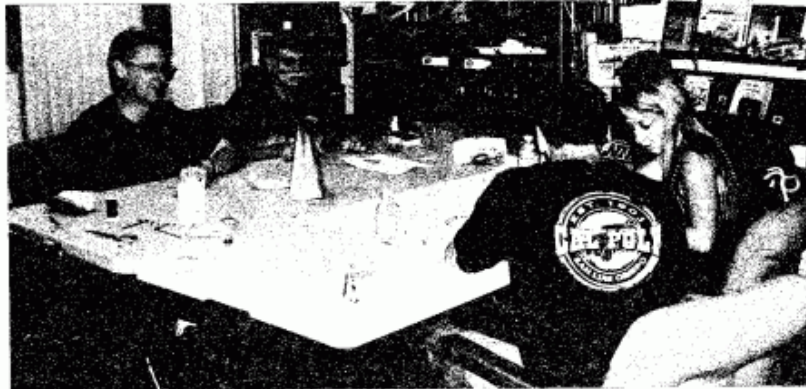


GERALD
WASSOR



13.

Ventura County Maritime Museum
Ship in Bottle Class 2008-1
(Taught by Bob Little)



TOOLS AND TIPS

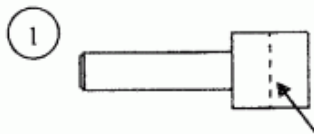
Re-published articles edited by Bill Sheridan

Original Tool Article: **Making A Cross Pin Stopper**

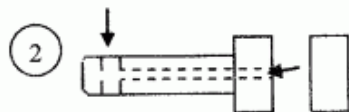
Author: **Gene Conlon**

Not Previously Published: **E-Mail Sent to Terry Butler in February 2008**

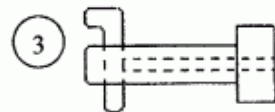
Enclosed is Gene Conlon's method of making a wooden cross pin stopper.



Make Stopper & Cut Top in Half



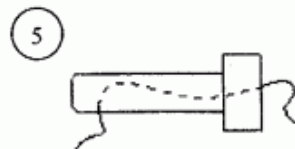
Drill 1 Hole the Length of the Stopper
And The Second Hole At 90 Degrees



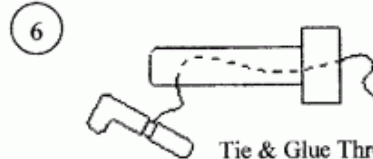
Make Cross Pin to Fit Hole



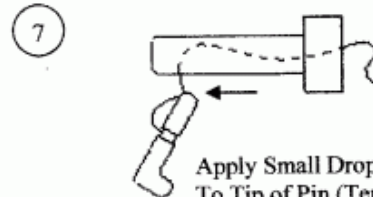
Notch Center of
Cross Pin



Feed Strong Thread through Stopper
& Out Through Cross Pin Hole



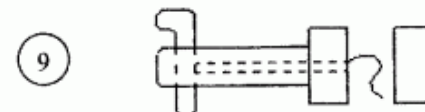
Tie & Glue Thread
To Cross Pin



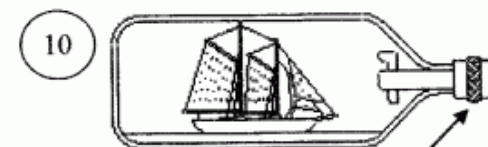
Apply Small Drop of Glue
To Tip of Pin (Temporary)



Inside Bottle, Pull Thread Until
It Pulls Away From Tip &
Centers Pin in Hole



Glue Top Back - Match Wood Grain
Then Trim Away Excess Thread



Cover the Cut with a Turks Head Knot
Or Design of Your Choice

Tool For Reeving And Spacing Deadeye Combinations In Proper Sequence With Lanyard Lines

This unique multipurpose tool is designed for Reeving and Spacing deadeye combinations used with Rigging or Shroud Lines. The tool can also be used to hold single, double or triple sheave blocks prior to Reeving or threading with various lanyard or shroud lines.

The clamping feature of the tool easily secures deadeyes or sheaves of various sizes. The spacing feature of the tool allows proper spacing of the deadeyes, deadeyes with chainplates or sheaves of various size and shape. Spacing from $\frac{1}{4}$ " to $1\frac{1}{4}$ " in increments of $\frac{1}{16}$ " can be obtained.

The tool will easily handle the following ship rigging parts:

Two Deadeyes:



One Chainplate assembly with single Deadeye:



And various sheaves as mentioned above.

Prior to the Reeving and Spacing operation shroud lines must be made up. This is accomplished by positioning the deadeye horizontally between one set of jaws, wrapping the shroud line about the circumference of the deadeye, tie a knot and cut the short end to the knot. A touch of glue to the knot will help to secure it to it's proper position in relation to the holes in the deadeye.

Shroud line - Length varies per ship model

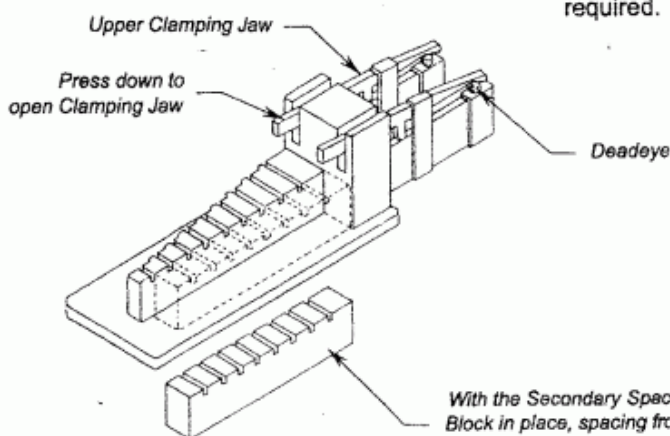


Cut to knot

Using your Reeving and Spacing Tool:

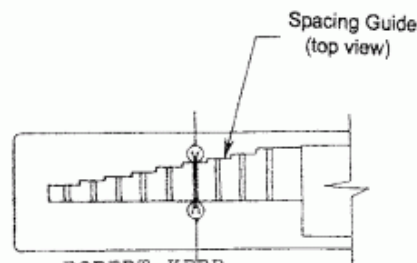
Step 1-

Position deadeyes/sheaves under the jaws of the tool as shown. Proceed to reeve the parts to their proper sequence.



Step 2-

Position the deadeye assembly in the proper spacing slot for your particular model kit. Proceed to carefully adjust the lines until the proper spacing is achieved and tie off as required.



ROBERT KERR
150 TOWN & COUNTRY DR.
NORWAY, MAINE. 04268
207-743-7641

16.

Patent No. 6,681,465

FROM HOLLAND WITH LOVE !

Dear Brethren of the SIB-cult!

Step lively and learn some "Salty-Talk".

"Forward" is up front,
 "Stern" is our backside,
 "Starboard" is our right,
 "Port" is on our left,
 "Head" is not what we think with,
 "Galley" is our kitchen,
 "Buoy" is not a man,
 "Gull" is not a girl,
 "Mizzen" is not a reindeer!

This is just some information that I found in a leaflet of a travel agency selling barefoot cruises.

I was however more puzzled by the names of the sails on their four-masted STAYSAIL schooner.

On next page you will find a drawing of that schooner with the names of the masts and the sails. In my literature I could not find the name of the fisherman-sail. However a similar drawing appears in "The Lore of Sail", but here they call the fisherman sail a try-sail. What is a try-sail? A try-sail is a small flat-cut triangular fore-and-aft sail made of heavy cloth; set loose-footed on a mast in place of the reefed working mainsail in stormy weather. Finally I also found the fisherman sail in a translated version of the German "Segler-Lexicon". Here it is said, that the fisherman staysail is a light weather reaching sail set between the masts of a schooner to make use of the space not taken up by other sails. Sometimes the fisherman is known as a gollywobbler. As you see, different names for the same type of sail, but also a different description of the use of these sails.

Don't let us beat our brains about such complexity, but let us study the possibility of building such a schooner in a bottle. To my humble opinion, this will be no easy job, but it can be done. I have made a few try-outs on some crucial points. It is advisable to fit the top stay sails exactly between the masts. If you glue the main top stay sail to the main mast before entering the ship into the bottle, you can glue the tip of the main top stay sail to the fore mast afterwards. I suggest, that you glue all the sails to the masts and later on you can glue the tip to the other masts. I have not drawn the rigging in order to keep the sailing plan as clearly as possible. If you are ready, send me a picture!

And if you have encountered some technical problems, please let us all know, so we can learn from it. By the way, before I forget, sometimes they carry two yards on the fore mast with a top sail and a fore course.

Good luck with this one, since the sailing plan looks terrific!

Bob de Jongste.

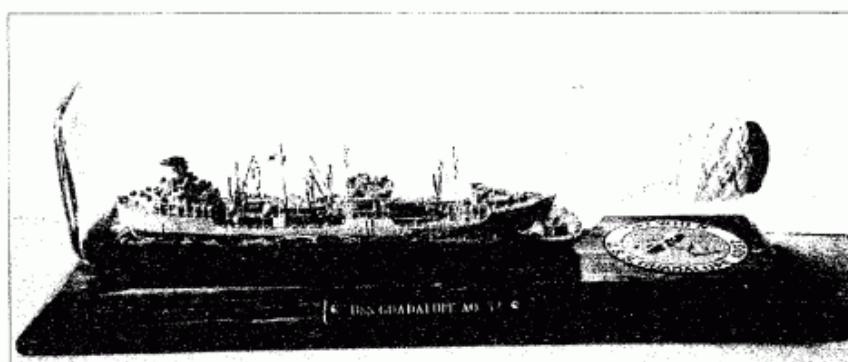


NOTES FROM THE MEMBERSHIP CHAIRMAN

by Don Hubbard

Again, our thanks to our generous members who added a donation to their membership checks. Bob de Jongste, S-Gravenhage, Holland; Clifford Alleman, Springville, UT; Robert Evans, Desoto, TX; Patrick McVeety, Delray Beach, FL; T.H. Smith, Jr., Canton, GA; Miles Dunscombe, Merrillville, IN; John Fox III, Ladysmith, WI; Dr. George Hopkins, Burtonsville, MD; Noble Johnson, Tyler, TX; Alex Cuthbert, Syracuse, NY; Charles Nichols, Toledo, OH; Burton Reckles, Sugarland, TX; T.H. Smith, Canton, GA; g. Robert Stetson, Marlborough, MA; Andrew Bloom, Windthorst, TX

Bill Campbell added a small note which all of you will sympathize with. He paid \$3,410.00 for 700 gallons of pre-buy heating oil. Last year he paid \$1,639.00 for the same quantity. That's a 48% increase. Ouch! Who says inflation is under control?



U.S.S. Guadalupe, AO 32 by Bill Weiser

Above is a superb model of a navy tanker by Bill Weiser. The color version is even more spectacular. It will be auctioned off at the next ship's reunion. Wish I could bid. Built in December 2007.

Joe Davis asked me if I could indicate how many members the association has. Here is the figure as of 2008. 119 in the U.S. and Canada and 16 overseas - total 135. We lost a good number who did not renew in January or June of this year. Inflation and gas prices are taking their toll.

Periodically I like to run some lists of resources for small tools and other materials. Here are a couple of good ones from the San Diego Maritime Museum's newsletter. Check out their web sites.

Micro-Mark
340 Snyder Avenue,
Berkely Heights, NJ 07922
1-800-225-1066
www.micromark.com
(Small tools and supplies)

Model Expo Inc.
P.O. Box 221220,
Hollywood, FL 33022
1-800-222-3876
www.modelexpo-online.com
(Kits, tools, accessories)

WHOA!!!!

There was a young Circuit Preacher who needed a horse to make his rounds. He didn't want just any horse, he wanted a religious horse. As he went from town to town he always checked to see if the livery had any religious horse, but never could find one that suited him. Most of the horses were from cowboys and their vocabulary with the horses was atrocious.

Finally in one small town the blacksmith said, "I've found a Religious horse for you preacher," The preacher asked, "How do you know this horse is religious?" "Well", replied the blacksmith, "When you say "Thank God" the horse will start at a trot and when you say, "Amen", the horse will stop. The preacher checked the horse out and sure enough the horse started when he said, "Thank God" and stopped when he said "Amen". So he bought the horse.

Next morning the preacher mounted his horse and said "Thank God" and started trotting across the prairie to the next town. A couple of hours later the preacher looked up and saw a huge canyon coming up, he pulled on the reins and said "whoa" but the horse just kept on going. He yelled "stop", yanked on the reins even harder but in his excitement he could not remember how to stop the horse. Knowing that the horse was going to trot right off the edge of the canyon the preacher began to pray and ask forgiveness for his sins.

Just as the horse got to the edge of the canyon, the preacher finished his prayer with a loud "AMEN" and the horse suddenly stopped with its front hooves just on the edge of the canyon. With a sigh of relief the preacher breathed, "Thank God".

IN THE EYE OF THE BEHOLDER

A man is dining in a fancy restaurant and there is a gorgeous redhead sitting at the next table. He has been checking her out since he sat down, but lacks the nerve to talk with her. Suddenly she sneezes and her glass eye comes flying out of its socket towards the man. He reflexively reaches out, grabs it out of the air, and hands it back.

"Oh my, I am sooo sorry," the woman says as she pops her eye back in place. "Let me buy your dinner to make it up to you."

They enjoy a wonderful dinner together, and afterwards the woman invites him to the theater followed by drinks. After paying for everything, she asks him if he would like to come to her place for a nightcap...and stay for breakfast the next morning.

The next morning, she cooks a gourmet meal with all the trimmings. The guy is amazed!! Everything had been incredible! "You know," he said, "you are the perfect woman. Are you this nice to every guy you meet?" "No, she replies.....(I know the suspense is killing you) "You just happened to catch my eye."

For The Lighter Moments

Three elderly gents are out walking

First one says, "Windy, isn't it?"

Second one says, "No it's Thursday!"

Third one says, "So am I. Let's go get a beer."

NOW HEAR THIS!

Our volunteer archivist Bob Little of Port Hueneme, California has done an astonishing and valuable thing.

AVAILABLE NOW: the first 80 issues of *Bottle Shipwright* completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

Anyone with a computer with a CD drive will be able to read, enjoy and download articles from this self-loading disk.

As you know, *Bottle Shipwright* is not written by one person, but by builders who submit articles from all over the world. This is why this archive is so valuable. The variety of ship-in-bottle information is staggering. An invaluable reference. We have been getting VERY GOOD feedback on this disk.

The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.

Net proceeds from this CD go to help the S.I.B.A.A.



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The Ships-In-Bottles Association of America (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, *THE BOTTLE SHIPWRIGHT*, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

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 Telephone: _____ E-Mail: _____
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We would like to invite you to join us.
 Current dues are \$25.00 in U.S. currency,
 and checks should be made out to S.I.B.A.A.
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Don Hubbard, Membership Chairman
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**Ray Handwerker
5075 Freeport Drive
Springhill, FL 34606 USA**

The Whaler - 'ESSEX'

A ship diorama in a bottle - by Gil Charbonneau



Essex of Nantucket

Captain George Pollard Jr.

Launched: 1799

Length: 87'7" Beam: 25'

Draft: 12'6" Tonnage: 238

Departed Amesbury, Mass.

August 12, 1819

Stove by a Sperm Whale -

November 20, 1820

